

# Meeting Notes

**DATE:** November 1, 2006

**LOCATION:** Kingman Police Station

**TOPIC:** Kingman I-40 Regional Transportation Profile Stakeholders Meeting

**ATTENDEES:**

Mark Clark, Lake Havasu City

Rob Owen, City of Kingman

Robert DeVries, Kingman PD

Ken Paetz, ADOT

Jack Ehrhardt, Hualapai Tribe

John Reid, BLM

Jason Hurd, Intrinsic

Mike Warren, ADOT Kingman District

Gary Jeppson, City of Kingman

Audrey Wennink, Cambridge Systematics

Brian Neves, Parsons Brinkerhoff

James Zumpf, ADOT

---

James Zumpf of ADOT gave an introduction on the I-40 Regional Transportation Profile project and the context for the stakeholder meeting. Attendees introduced themselves. Audrey Wennink of Cambridge Systematics presented a summary of the project tasks, schedule, and objectives for the stakeholder meeting. Stakeholders were invited to contribute information on needs and deficiencies along the I-40 corridor, including those related to future development, safety, freight, roadway conditions and other issues. Stakeholder comments are listed below and grouped into the major categories of discussion.

## Development

- Most growth in Kingman is expected to the northeast of the city. Therefore arterial connections may be needed to connect new development to U.S. 93.
- The Long Mountain development on the east side of the airport could add 3,000 residential units in the next 10 to 20 years.
- An industrial park expansion is underway on 1,000 acres at the airport that are managed by the Kingman airport authority. This process, which will take two years, is just being initiated.
- Mohave County is expected to outpace other counties along the corridor in terms of future growth. Mohave County has no county road network; state highways are the only routes. In Yavapai County the growth area is on the West side of the corridor.
- Several Mohave County facilities are planned to be relocated to the I-40 Beale turnoff area. The County plans to locate a 1,100 bed jail at exit 38 and all courts and an administrative

building in this quadrant. Eighty percent of all county employees will be working at these locations when the transition is completed by 2009.

- Water availability is not a controlling factor for development in Kingman, although it is in Lake Havasu City.

## **Freight**

- A Wal-Mart distribution center that was being considered just outside the City of Kingman at exit 38 is now on hold. If that facility is built, it is forecast to process 900 trucks per day.
- The BNSF rail line handles approximately 100 trains per day. Stakeholders said that 20,000 trucks per day are estimated to pass through Kingman.
- The City of Kingman has had discussions with BNSF about developing freight facilities in the city. The most likely location for a transload facility would be on I-40 south of Kingman at Griffith Road at exit 37. The purpose of this facility would be to take products off the BNSF mainline and distribute them in Las Vegas. BNSF is less committal about an intermodal facility. At the airport limited space is available for such a freight facility.
- Route 93 was closed to trucks and buses after September 11, 2001. A bypass bridge on Route 93 at the Hoover Dam for trucks and buses is under construction. The bypass is expected to open in 2009. When it opens, Route 93 will be four lanes, which will significantly increase truck traffic that feeds into I-40 in Kingman.

## Traffic Interchanges

- A system-to-system interchange between U.S. 93 and I-40 is needed. Currently the connection takes place in the middle of Kingman at the Beale Street TI. In the future other locations may be considered for this interchange or a truck bypass may need to be considered in Kingman. Significant safety issues are a concern at the Beale Street TI given the volume of traffic, especially trucks. The Bureau of Land Management owns the Cermat Recreation Area, which is an encumbrance for future development around this TI.
- In Kingman, rural TIs are no longer functioning as they were designed given the growth in Kingman, especially those at Andy Devine Avenue and Lake Branch Road. Traffic on the ramps sometimes backs up onto the mainline roads. There is a need for double-width traffic on the ramps and for traffic signals. These TIs handle commuter, tourism, and truck traffic. They both have truck stops.
- A preliminary traffic study was conducted at Rattlesnake Wash for a future traffic interchange slated for 2012. The proposed Rattlesnake Wash TI (3 miles east of Kingman) will be used primarily for freight between the Kingman airport and I-40 but will likely spur further residential development in the area as well.
- TIs are proposed at Kingman Crossing (1.5 miles east of Kingman) and six miles east of Kingman.

## Other Issues

- Maintenance of current facilities must be considered in light of discussion about new facilities. Additional funding is needed to maintain current system. Stakeholders feel that they are falling further behind in the maintenance of the current system. In certain locations “rough road” signs are posted in I-40 because maintenance cannot be conducted soon enough.
- A national Route 66 study was conducted that identified a potential need for signage to boost tourism in the area, e.g., for Whitewater rafting, Native American caverns, and a bicycle path.
- South of Williams a number of auto animal hits occur. At Devil Dog Hill large numbers of elk are present.
- On U.S. 93 north at the intersection with SR 68, access management is becoming an issue. There may be a need to make these segments access controlled. Access management studies have been conducted. If access control is implemented, there will be a need to provide alternative access, such as frontage roads. Currently there is no funding to provide this type of access.

- A third lane on I-40 will be needed anywhere with a major uphill segment so that trucks can be restricted to the two right lanes. Passing lanes are needed now on:
  - I-40 Eastbound between mileposts 46 and 48
  - I-40 between mileposts 49 and 51
  - I-40 between mileposts 57 and 60, up the hill to TI at milepost 59
  - I-40 between mileposts 76 and 79 direction.